

CHINA

THE

MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4310. 五十年四月七日一千八百七十年英

HONGKONG, WEDNESDAY, APRIL 25, 1877.

日三十月三年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

London: F. ALGAN, 8, Clement's Lane, Lombard Street, George Street, 30, Cornhill, GORDON & GOTON, Ludgate Circus, E. C. BATES, HENDY & CO., 4, Old Jewry, E. C. SAMUEL DRAGON & CO., 150 & 154, Leadenhall Street.

New York: ANDREW WIND, 138, Nassau Street.

Australia, Tasmania, and New Zealand: GORDON & GOTON, Melbourne and Sydney.

San Francisco and American Ports generally: BROWN & BLACK, San Francisco.

China: SOUTON, GUNN & CAMPBELL, Amoy, WILSON, NICHOLLS & CO., Foochow, HEDGES & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Manila, C. HEINRICH & CO., Macao, I. A. DA GRACA.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, ... 5,000,000 Dollars.

RESERVE FUND, ... 500,000 Dollars.

COURT OF DIRECTORS.

Chairman: H. HOPPINS, Esq.

Deputy Chairman: F. D. SAMSON, Esq.

E. R. BENJAMIN, Esq. WILHELM REINER, Esq.

W. H. FORBES, Esq. H. W. KESWICK, Esq.

A. MOLYNEUX, Esq.

CHIEF MANAGER,

Hongkong: THOMAS JACKSON, Esq.

Manager,

Shanghai: EWEN CAMMISON, Esq.

London Bankers: London and County Bank.

HONGKONG.

INTEREST ALLOWED

On Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits: —

For 3 months, 2 per cent. per annum.

6 " 4 per cent. "

12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,

No. 1, Queen's Road East,

Hongkong, March 23, 1877.

AUCTIONS.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & CO. will sell by Public Auction, in their Sale Room, Praya Central, on

FRIDAY,

the 27th April, 1877, at Noon, —

Oilman's STORES.—Pickles, Salad Oil, Jams, Jellies, Raisins, Cheese, Biscuits, &c.

Cotton Socks, and Stockings, Silk Umbrellas, Electro-plated Tea Sets, Table Cutlery, Paint Boxes, Pencils, &c.

45 pieces Gilt Mouldings.

10 cases Courvoisier's Brandy.

500 Japanese Fan Knives.

TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.17.

The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, April 24, 1877. ap27

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (if not previously disposed of by Private Contract,) on

TUESDAY,

the 8th day of May, 1877, at Noon, at his Sales Rooms, Queen's Road, —

All that PLECE or PARCEL of GROUND, Situate at Sow-Kel-Wat, and Registered in the Land Office as Inland Lot No. 128, and abutting on the North side on a Public Street, measuring thereon 81 feet.

On the South and West side on a Public Street, measuring thereon 125 feet.

On the South and East side on a Public Street, measuring thereon 206 feet.

On the North and West side on a Close (where a Plan for a Public Street is laid out) Registered in the Land Office as Inland Lot No. 124, measuring thereon 150 feet.

For further particulars, apply to the Undersigned.

TERMS OF SALE.—Cash on the fall of the hammer.

J. M. ARMSTRONG, Auctioneer,

Hongkong, April 24, 1877. ap28

Auctions.

POSTPONEMENT OF SALE.

PUBLIC AUCTION.

HANDSOME ENGLISH & VENETIAN-MADE HOUSEHOLD FURNITURE, OIL PAINTINGS, GLASS-WARE, PLATED-WARE, &c., &c.

MONDAY,

the 30th day of April, 1877, at 2 o'clock p.m., (instead of on the day previously advertised), at his Residence, No. 1, Praya East, —

The whole of his HANDSOME ENGLISH and VENETIAN-MADE HOUSEHOLD FURNITURE, &c., comprising: —

English-made Suite of Furniture, Covered with Green Damask.

Richly Carved Oak Sideboard, Richly Carved Oak-Framed Pier Glass and Flower Stands, Dining Table, Buffet, Whatnots, and Dinner Trays.

Oil Paintings, Oil Cloth, and Clocks.

Dinner and Dessert Sets, Glass-ware, Plated-ware, &c., &c.

Library Oak Book-cases and Desks, Inlaid Blackwood Lady's Desk, Tables, Chairs, Easy Chairs, and Chess Table.

Brass Bedsteads, English-made Mahogany, Marble-top Dressing Table and Washstand, Wardrobe, with Plate Glass Door, Cheval Glass, &c.

Gasoliers, Gas Brackets, Stair Carpet, with Brass Stair Rods, Marble-top Tables, Bronze Statuettes, &c.

Office Furniture, comprising: —Deaks, Chairs, Paper Press, Copying Press, Fire-proof Safe, &c., &c.

One HOUSE BOAT and One SKIFF.

After which, at the Godown, —

10 Tons ARTIFICIAL MANURE, 1 SAW MILL, by FORREST & BARR, Engineers, Glasgow.

Also,

1 TURNING LATHE and various MACHINERY.

And,

At the Yard of Messrs. Inglis & Co., One 12-H.P. TWIN SCREW ENGINE.

Catalogues will be issued, and the whole to be on view on the day of Sale.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.17.

All Lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

The said FREDERICK SOWLEY HUFFAM, Esquire, is the Official Assignee, and the Undersigned are the Solicitors acting in the Bankruptcy.

A Public Sitting will hereafter be appointed by the said Court for the said Bankrupt to pass his final examination, and to make application for his discharge, of which sitting notice will be given in the Hongkong Government Gazette.

At the first Meeting of Creditors the Acting Registrar will receive the proofs of the Debts of Creditors, and the Creditors may choose an Assignee or Assignees of the Bankrupt's Estate and Effects.

Notice is also hereby given to all Persons indebted to the said Bankrupt, or that have any of his Effects, not to deliver the same, but to the Official Assignee.

Dated this 21st day of April, 1877.

SHARP, TOLLER & JOHNSON, Solicitors for the Bankrupt, Supreme Court House, ap28

1877.

NOTICE.

MR. WILHELM CARL ENGE-BRECHT VON PUSTAU, Junr. I., and Mr. CONRAD MUNROE DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. PUSTAU & CO.,

Hongkong, Canton, Shanghai,

Hongkong, April 16, 1877. ap29

NOTICE.

I HAVE This Day Established myself as SHIPPING BROKER at this Port, under my own name.

W. H. SIEGFRIED,

Hongkong, April 20, 1877. ap20

NOTICE.

MR. EDWARD BURKE will Conduct the BUSINESS of my Office, during my Temporary Absence from the Colony.

R. H. CAIRNS,

Surveyor to Local Office,

and Lloyd's Register of Shipping,

2, Club Chambers, Hongkong, March 17, 1877. ap18

NOTICE.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Undersigned.

WM. ORUICKSHAW,

Manager,

Hongkong, November 21, 1876. ap29

Notices of Firms.

NOTICE.

WE have This Day Established a Branch of our Firm at SHANGHAI under the Management of Mr. ALFRED F. O. KRAUS, who will sign for us by Procuration.

CARLOWITZ & CO.

Canton and Hongkong, April 1, 1877.

NOTICE.

THE Undersigned has been appointed AGENT at HONGKONG and its vicinity for "THE BOSTON BOARD OF MARINE UNDERWRITERS," by Power of Attorney, dated Boston, U. S. 1st March, 1877.

T. G. LINSTEAD.

Hongkong, April 20, 1877.

Intimations.

NOTICE.

THE Undersigned has received instructions from F. PEIL, Esq., to sell by Public Auction, (previous to his departure for Shanghai,) on

MONDAY,

the 30th day of April, 1877, at 2 o'clock p.m., (instead of on the day previously advertised), at his Residence, No. 1, Praya East, —

The whole of his HANDSOME ENGLISH and VENETIAN-MADE HOUSEHOLD FURNITURE, OIL PAINTINGS, GLASS-WARE, PLATED-WARE, &c., &c.

MONDAY,

the 30th day of April, 1877, at 2 o'clock p.m., (instead of on the day previously advertised), at his Residence, No. 1, Praya East, —

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The whole of his HANDSOME ENGLISH and VENETIAN-MADE HOUSEHOLD FURNITURE, OIL PAINTINGS, GLASS-WARE, PLATED-WARE, &c., &c.

MONDAY,

the 30th day of April,

Intimations.

AH YON,
SHIP'S COMPRADORE AND
STEVEDORE,
No. 57, Praya West.
SHIPPING SUPPLIED WITH ALL KINDS OF
COAL, WATER, BALLAST, FRESH
PROVISIONS & OILMAN'S
STORES
Of the best quality and at the shortest notice.
Hongkong, May 1, 1877.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debt contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:-

MYRTLE BELLE, American ship, Captain
David Plumer.—Siemens & Co.

ROSINA, American S.m. schooner, Capt.
C. W. Hansen.—Arnhold, Karberg & Co.

ROSETTA MCNEIL, American barque, Captain
Brown.—Vogel, Hagedorn & Co.

ARAGONAUT, British ship, Captain John
Anderson.—Meyer & Co.

NAVARA, British ship, Captain W. S.
Garrison.—Douglas, Lapraik & Co.

CONINNE, British Barque, Captain Wm.
Robertson.—Weller & Co.

TULLOCHROON, British 3-m. schooner, Captain
Major.—Weller & Co.

FOR SALE.
H ENRIOT & Co.'s CHAMPAGNE,
Carte Blanche "Dry."
TH. ROEDERER & Co.'s CHAMPAGNE,
Carte Blanche.
JOHN DURAND & Co.'s CLARETS and
WHITE WINES.
STABUP & KENTISH'S PORTS and
SHERRIES.
MOULIN & Co.'s COGNACS, 1, 2, 8 STAR.
BLANCHY FRÈRES & Co.'s COGNACS.
JUSTUS LEMBKE & Co.,
Hongkong, April 9, 1877.

To-day's Advertisements.

FOR MANILA (DIRECT).
The Spanish Steamer
"PANAY,"
GOYENECHEA, Master, will
leave as above on FRIDAY
Next, the 27th instant, at Noon.
For Freight or Passage, apply to
REMEDIOS & Co.,
Agents.
Hongkong, April 25, 1877.

FOR SINGAPORE AND PENANG.
Owing to the inclemency of
the weather the Departure of
the S. S. "GADSHILL"
is unavoidably Postponed until SATUR-
DAY, the 28th instant, at 8 p.m.
For Freight or Passage, apply to
JARDINE, MATTHESON & Co.,
Agents.
Hongkong, April 25, 1877.

FOR SAIGON.
The British Steamer
"BENARTY,"
Captain POTTER, will leave as
above on MONDAY Next, the
28th instant.
For Freight or Passage, apply to
AH YON,
67, Praya Central,
Hongkong, April 25, 1877.

FOR LONDON.
The A 1 British Barque
"ARABELLA,"
THIS. PEASEN, Master, will
load here and have immediate
despatch.
For Freight, apply to
MEYER & Co.
Hongkong, April 25, 1877.

FOR TAKAO.
The A 1 German Brig
"SOPHIE,"
BING, Master, will meet with
quick despatch as above.
For Freight or Passage, apply to
WELLER & Co.,
Agents.
Hongkong, April 25, 1877.

AMATEUR DRAMATIC CLUB OF
HONGKONG.

THE MEMBERS of the above CLUB
will give a Performance at the
THEATRE ROYAL, CITY HALL,
ON
M O N D A Y,
May 7th, 1877,
When will be presented Farcical Comedy
in Three Acts, by J. H. BRYON, Esq.,
ENTITLED

"Not such a Fool as he looks."

Tickets may be obtained from Messrs
LANE, CRAWFORD & Co., on and after
Monday, April 30th, and at the Doors on
the Night of Performance.

Doors Open at 8.30, Performance to Commence
at Nine o'Clock punctually.

By kind permission of Colonel DUGING
and the Officers of H. M. 28th Regt., their
Band will be in attendance.

OBAS. C. COHEN,
Hon. Secretary,
Hongkong, April 25, 1877.

my?

PUBLIC AUCTION

THE Undersigned will sell by Public
Auction, on

THURSDAY,
the 26th April, 1877, at Noon, at his
Sales Rooms, Queen's Road,
1 Gold Patent Lever WATCH,
3 Double Case Gold GENETS
WATCHES.

1 Lady's Gold WATCH, Pearl
Mounted.

3 Gold CHAINS.

3 Diamond RINGS.

3 Diamond BROOCHES.

Terms of Sale.—Cash before delivery

(in Mexican Dollars weighed at 7.1.7. All
lots, with all faults and errors of description,
at Purchaser's risk on the fall of the
hammer.

J. M. ARMSTRONG,
Auctioneer.

Hongkong, April 25, 1877.

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To-day's Advertisements.

FOR LONDON.

The Steamship
"IMBROS."

Capt. BUNNINGTON, will have
immediate despatch as above.
For Freight or Passage, apply to
JARDINE, MATTHESON & Co.,
Agents.
Hongkong, April 25, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship
"MENZALEH,"
Comdt. PASQUALETTI, will be
despatched for YOKOHAMA
shortly after the arrival of the next French
Mail.

H. DU POUEY,
Agent.
Hongkong, April 25, 1877.

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Company's Steamship
"MEKONG,"
Comdt. FOACHE, will be
despatched for SHANGHAI
shortly after her arrival from Europe.

H. DU POUEY,
Agent.
Hongkong, April 25, 1877.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMALIA, PORT SAID, NAPLES,
AND MARSEILLES:

ALSO,
PONDICHERRY, MADRAS AND
CALCUTTA.

MAILS BY THE FRENCH PACKET.

The French Contract Packet "IRAOU-
ADDY," will be despatched from
Hongkong on SATURDAY, the 28th
Instant, with Mails to and through the
United Kingdom and Europe,
via Marseilles; to Saigon, Singapore,
Batavia, Galle, Pondicherry, Madras,
Calcutta, Bombay, Aden, Suez, and
Alexandria.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet "GAELIC"
will be despatched on TUESDAY, the
1st May, with Mails for Japan, San
Francisco, the United States, and London,
which will be closed as follows:-

2 P.M. Registry of Letters ceases.

2.30 P.M. Post-Office closes.

2.30 P.M. Correspondence for Japan or the
United States only may be

posted on board the Packet with
Late Fee of 12 cents
extra Postage until

2.50 P.M. when the Mail is finally closed.

MAILS BY THE ENGLISH PACKET.

The English Contract Packet "LONBAR-
DY," will be despatched with the Mails
for Europe, &c., on SATURDAY, the
5th May.

MEMOS FOR TO-MORROW.

Shipping.

10 a.m.—Douglas leaves for Coast Ports.
Goods per Sindh undelivered after Noon,
subject to rent and landing charges.

W. BALL,
China Dispensary.
Hongkong, April 25, 1877.

CUSTOMS' NOTIFICATION.

WENHOU,
April 2nd, 1877.

NOTICE is hereby given, that PREMISES
situated outside the NORTH GATE OF
WEN-CHOW City, were This Day OPENED
for the transaction of Customs' Business.
H. E. HOBSON,
Commissioner of Customs.

ap27

SHIPPING.

ARRIVALS.

April 24, Sea Gulf, British steamer, 85,
E. D. Parry, Yokohama March 28, Ballast

—Lane, Crawford & Co.

April 24, Mencale, French steamer, 1000,
Pasquali 1, Yokohama April 18, Mails and
General.—MESSAGERIES MARITIMES.

April 25, Howlong, Chinese steamer, 793,
Lamont, Calcutta April 6, Penang 14, and
Singapore 18, General.—G. M. S. N. Co.

April 25, Iraouaddy, French steamer,
2400, Gauvain, Shanghai April 22, Mails
and General.—MESSAGERIES MARITIMES.

April 25, Namea, British steamer, 822,
G. Westoby, Foochow April 22, Amoy 20,
and Swatow 23, General.—DOUGLAS LA-
FRAIL & Co.

April 25, New Era, American ship, 1080,
C. H. Sawyer, Cardiff Dec. 1, Coal—
Order.

DEPARTURES.

Apr. 24, Coninne, for Bangkok.

25, Anglo-Saxon, for London.

26, Viscount MacDuff, for Chefoo.

CLEARED

States of Louisiana, for Amy.

Douglas, for Coast Ports.

Carmen, for Manila.

Kromprindestet, for Tientsin.

Danube, for Bangkok.

PASSENGERS.

ARRIVED.

For Mencale, from Yokohama, Eaton

Von Siebold, Messrs Dours, Philippe, and

Hakava.

For Howlong, from Calcutta, &c., Messrs

Teason, Drought and Denton.

For Iraouaddy, from Shanghai: for

Hongkong, Messrs C. T. Ladds and Chan-

ber, and 12 Chinese; for Suez, Mr de

Schaeffer (Austrian Minister); for Mar-

sailles, Mrs King, Messrs Simon, Georges,

Davidson, George and E. Pasch; Mr

Studdiford, and Mr J. Duval.

For Namo, from Coast Ports, Mr Foley,

1 European deck, and 100 Chinese.

DEPARTED.

For Coninne, for Bangkok, 10 Chinese.

To Duran.

Per Douglas, for Coast Ports, 4 Euro-

peans and 260 Chinese.

For Dumont, for Bangkok, 154 Chinese.

For Dymock, for Bangkok, 154 Chinese.

THE CHINA MAIL.

SHIPPING REPORTS.

The British steamer "Sea Gulf" reports:

Heavy weather throughout the passage.

The French steamer "Mencale" reports:

Fine weather from Yokohama to China

Coast with S.E. wind, from Turnabout to

Hongkong foggy weather and rain.

The Chinese steamer "Howlong" reports:

Fine weather with light E.N.E. and N.E.

winds. Since 23rd, S.E. winds with rainy

weather. On the 20th passed S. S. "Calabar"

bound South.

The British steamer "Namo" reports:

Moderate variable winds and squally with

heavy rain throughout the passage. In

Foochow.—Strs. Han Kwang, Europe, and

H. M. S. Mosquito. Passed Co. str. Yesso

In river bound up. In Amoy.—Strs. Duna

and Sa'adore left for Manila on the 23rd.

In Swatow.—Strs. Jeddah, Hoochang, Tien-

tsin, Swatow, Chinkiang, and Norna.

H. M. S. Nasau, left for Haitan Straits on

the 19th for surveying purposes.

CARGO.

DISASTER PROS.

Chun Adham, a coolie, again appeared to answer the charge of having in his possession the carcass of a pig cut up in two. He was stopped by a Chinese Constable No. 242, at 5.30 a.m. in Bridges Street. He said that he was engaged to take the animal to the Mak-Kee stall, but when the Constable took him there, the people connected with it denied any knowledge of the defendant or of the pigs. He then said that the pig was drowned in a rain-storm, and that it was sold to him by a woman. Acting Inspector Quiney stated that he could not find the seller at the place the defendant mentioned, nor the place where the pig was said to have been drowned. Defendant gave his address as No. 14 Battery Road, but the people there did not know much of him. When the case was heard again to-day, a woman came forward and said he only came to rent a room in the house, but did not sleep there. The defendant said he met a Hakkia woman who hired her to carry the pig. Fined \$5.

PETTY THEFT.

Lee Aman, a coolie, was charged by Joseph MacGibbon, a quarter-master on board the S.S. *MacGregor*, with stealing some 40 lbs. of salt-fish from the cargo of the steamer. The defendant was one of the coolies employed to discharge the vessel, and among the cargo, there was a number of rolls of matting, which had to be removed from the after-hold to the main-hold. There was also a quantity of salt-fish from Saigon in the after-hold, and the defendant was seen to secrete a bag while removing the rolls of matting. The complainant who was on duty at the Bridge observed this, and the defendant then threw the bag into a boat and ran into it himself. The complainant followed him and caught him. The bag was found to contain 40 lbs. of salt-fish. The defendant admitted that he took a few fish which he meant for his own use. He was sent to three months' hard labour, and to be twice exposed in the stocks for one hour each time in front of the coolie house where he was living.

LARCENY.

Wong Akit, a servant, was charged by Pow Akwai, house-coolie to Dr. Gerlach, with stealing an umbrella from him during the passage of the steamer *Yat-Sai* from Macao to this Colony yesterday. The umbrella was found concealed under the clothing of the defendant by the Captain of the steamer, Mr. David Brown. The defendant admitted the charge, but begged for mercy. He further said that he knew the compradores of Messrs. Holliday, Wise & Co., and when enquiries were made, the compradores said he had only a slight knowledge of the defendant. He was sent to six weeks' hard labour.

China.

FOOCHOW.

We understand that the steamers *Bowen*, *Killarney*, and *Ocean* will load tea at this port for Sydney and Melbourne at the commencement of the season. Some uncertainty exists in regard to vessels for London, but we hear the following spoken of as likely to load for that port, viz: *Gads Hill*, *Viking*, *Glenfinlas*, *Gordon Castle*, *Flowers Castle*, and *Glenlyon*.—*Herald*.

(News.)

The pioneer steamer to Wenchow, the C.C.S.N. Co.'s str. *Conquest*, left yesterday morning (15th).

Besides the post of Literary Chancellor of Chekang, Hu Jui-lan held the rank of Senior Vice-President of the Board of War. This post also becomes vacant, therefore, through his degradation for misconduct of the Hangchow appeal case; and a decree of the 31st March nominates Kwo Sung-tao, the present Ambassador to England, to the vacancy. The appointment, however, does not affect Kwo's present position; another official is told to act for him.

On Sunday afternoon, a party of Russian sailors were waiting at the Hankow road jetty for the return of an officer. A respectable Chinese and his wife were riding along the Bund in a jinrikisha, and arriving opposite the Russians, one of them walked up to the jinrikisha, and without any provocation struck the woman a blow on the mouth, cutting it, and causing considerable loss of blood. Complaint was made to the Police, and the sailor will be prosecuted.

A rather singular accident occurred at the Japan Mail Wharf on Saturday afternoon. Shortly after the *Hiroshima Maru* had moored, a steam launch belonging to Messrs. Farnham & Co. was made fast to the outer paddle-wheel. When the luggage of two lady passengers had been transferred to the launch, the paddle-wheel partly revolved, swamping the launch and precipitating a large portion of the luggage to the bottom of the river. The engine was set in motion in ignorance of the launch being where it was, and a gentleman on the gangway seemed not to have presence of mind to cut the connecting rope. Fortunately, nobody was in the launch, which has since been raised, but a portion of the luggage, including we hear some valuable jewellery, was swept away.

The steamer *Fleur Castle* anchored at Woosung, from London, last evening (April 18th). The schooner *Flying Sould* anchored below the Naval Yard on same day, having put in for repairs.

Yesterday (April 19th) the foreign employees on the Shanghai and Woosung Railways commenced the term of their second period of engagement of eighteen months. It was at one time thought uncertain whether, at the expiration of their first term of eighteen months, some, or even all of them, would not be sent home. The fact of the second term being commenced without any change, speaks favourably for the permanency of the line, and the probable extension of railway enterprise in China.

A letter from Wuhu, dated 16th April, says:—“It is now raining horribly. I don't think so much of Wuhu after a week's rain, but the first fine day always raises my expectations of the port. Not a merchant in the place; and yet people plough about opening up China.”

We are glad to learn that the str. *Letitia* down *Cecil* about which some anxiety had been felt, anchored at Woosung yesterday afternoon (April 17th). She left Nagasaki on Friday at noon, at the same time as the *Glenartney*. The two steamers kept company for some time, but separated in a fog. The *Glenartney* arrived on Sunday, and the non-arrival of *Loudou Castle* caused fears to be entertained for her safety. We understand, however, that she anchored outside for 41 hours in a fog.

(Courier.)

A strange rumour reaches us from the French Concession. The Tao-fai—so we are assured—has intimated to the authorities

that if they do not immediately order the removal of a pontoon recently placed on the Southern side of the Yang-king-pang, the Commissioner of Customs will be instructed to refuse to stamp all permits for the firm to whom the pontoon belongs. Indeed, it is said that some such measure has been already taken. The object of this is very evident, the Company in question competing with that supported by the mandarins. We should like to know what effect this will have upon the resolution passed at the last ratemasters' meeting, with reference to similar institutions on the English settle-

ment of Artillery from Fort Canning under Major Eden, and two companies of H. M. 7th Highlanders with several Officers, followed with all speed.

The blue jackets of H. M. S.S. *Juno*, *Springer* and *Growler*, of H. I. M. *Christoforo Colombo*, and of the H. N. M. *Bon*, also made their appearance headed by their officers, with praiseworthy alacrity, ready for anything, and I have heard everybody speak with particular praise of the discipline and efficiency displayed by the Italians as well as by the 7th Highlanders. But it was all in vain. The “Second Governor,” the Chairman, Manager, and Directors, the police, soldiers and sailors, were all utterly helpless from the first before the devouring element. In a short half or quarter of an hour, that is, by 6 o'clock, the coolie quarter was utterly consumed, and nothing but open space with burning ashes could be seen in place of the stately house. Fears were entertained for the large clock-tower go-down, but the bricks and tiles stood firm. This building, from the direction in which the wind was blowing, formed with the isolated rock behind it, a sort of funnel through which smoke, ashes, and sparks were blown in volumes. In this space stood a police station, quarters for ship officers, a reading room and refreshment room, with various outhouses, all wooden buildings covered with thatch except the reading room and officers' quarters which were covered with tiles. The sparks from the coolies' houses seized the thatch roofs of these buildings, in spite of all effort and precautions, and they soon disappeared, leaving nothing but charred posts to mark where they stood. It speaks volumes for the efficiency of tiled roofs, that the reading-room and officers' quarters, although surrounded with a close semicircle of fire, were hardly touched and almost undamaged by the flames. About twenty yards nearer the sea than the reading-room and officers' quarters, were the thatch-covered coal-sheds, and every attention was directed to prevent the sparks from catching their thatch roofs. Numerous coolies were stationed on top of them with poles to beat out any flames arising. But the strong wind swept thick volumes of smoke and sparks from the burning outhouses round the reading-room right over the centre of the coal-sheds. Little red dots appeared here, there, and everywhere, and were fanned rapidly into a blaze by the breeze, in spite of coolies, poles, and everything else. Then, in ten minutes or so, the centre of the coal-sheds was one mass of fire and smoke, which spread, right and left, and down towards the wharf, godowns, and shipping. Attempts were made at different parts to tear down the attaps. The 7th Highlanders, the blue jackets and artillerymen, made gallant efforts to effect this, but the flames were, for a long time, too quick for them.

Not until the west end of the wharf was nearly reached was a breach in the row of coal-sheds, which run along the whole length of the wharf, established. A change in the direction of the wind mainly helped in making this breach, otherwise there is no doubt that the whole of the coal-sheds would have been on fire. As it was, a length of about a couple of hundred yards or so, at the end, was saved. By six o'clock, some thirty thousand tons of coal was one mass of flame and smoke towering up to the sky and rolling seawards over wharf, godowns, and shipping. I don't know what the Directors and shareholders of the Company or the Agents of Insurance Offices thought of it, but to a spectator in no way interested it was a magnificent sight. From the west end of the wharf, the bend of the coal-shed looked like a lofty terrace of buildings with pinacles and turrets in one red blaze from top to bottom. From the hill in rear, one gentleman was reminded of the lake of fire in a certain place which is graphically described by a poet, who is praised and admired by everybody but read by few or none.

When it was seen that the coal-sheds and coal we hopelessly gone, the wharf and godowns became the objects of attention and solicitude. Luckily they were all built most substantially of wood and the godowns were all roofed either with tile, or zinc and corrugated iron, and although they were for a long time in the most imminent danger, and one or two of them actually on fire several times, one godown in particular being despaired of, wharf and godowns were all, by great good fortune, but with the most strenuous exertions and unremitting watchfulness, saved, almost un-damaged by everybody but read by few or none.

As soon as the coal-sheds took fire, the various steamers and sailing vessels in dock and at the wharf cleared out to a safe distance, and so far as I am aware, suffered no damage whatever.

By nine o'clock p.m. it was seen that the wharf and godowns were safe, although there was still considerable danger. The wind was still from the land, sea wards. Four engines were hard at work from the wharf on the burning coal; one on the west flank of the fire, where it had been headed, one about the middle, and one on the east flank at the dock corner. These arrangements were the best that could be done, and the engines were effective so far as they could reach, but the great mass of the coal burnt all night and is burning still. And only a heavy long-continued down-pour of rain will effectively put the fire out. I dare say the Directors realised last night, as they never did before, the feelings commonly attributed to the Duke of Wellington when he was expecting Blucher at the close of the battle of Waterloo, and prayed for rain, as the Duke is said to have prayed for night or Blucher.

The artillerymen and blue jackets were withdrawn about nine o'clock. The 7th Highlanders and Police continued at the fire-engines till an early hour this morning. The Manager, Mr. E. M. Smith, had just arrived from town, and Mr. Jackson, the Engineer in charge of the new dry dock works, was on the point of leaving, and both noticed the smoke about the same time, and, with Captain Blair, the Assistant Manager, and other officials of the Company, made a rush to choke out the flames, but in spite of all their efforts and the exertions of all the workmen and coolies on the spot, and notwithstanding that the fire-engines of the Company were soon on the spot and at work, the fire gained ground every moment. Most unfortunately there were three elements in favour of the fire and against all human effort. The buildings where it originated, and where all the coolie quarters are, are all wooden and roofed with thatch, and the great heat and drought of the last month rendered these buildings literally as inflammable as tinder or flax, or, I might almost say, gunpowder. Secondly, there was a strong north-east breeze blowing, which fanned the flames beyond all control and rendered utterly futile the thin stream of water from the fire engines, when they were got to work, as well as every attempt before that to smother the flames by other means. And, thirdly, it so happened, that it was low water at the time and there was little water in the dock or alongside the wharves. At 6 o'clock, two signal guns from Fort Canning announced a fire somewhere, and at the same time symbols went up for Tanjong Pagar wharf. It was not believed possible that it could be anything serious, but there was a general hurrying down of all classes to see. Captain Walsh, Inspector General of Police, and Mr. Superintendent Maxwell, with their men, were on the spot with commendable promptitude. The two Municipal fire engines, with the insurance Co.'s engine, were also soon there. A sketch

On an early visit to the scene of disaster this morning (April 14th) I found the coal still burning very briskly, and the flames very conspicuous.

FURTHER PARTICULARS.

The fire originated in the carpenters' quarters on the west side of, and close to, the gate in the clock-tower godown. How it originated is not precisely known, and probably never will be, but it must have been from some act of gross carelessness on the part of one or more of the workmen. And the workmen suffered heavily from it, all of them losing the whole of their private effects, tools, &c., having been unable to save anything almost from the extraordinary rapidity with which the flames enveloped the whole of their quarter.

By nine o'clock on Friday night (April 13th) the wharves and godowns were, with the most strenuous exertions on the part of the Directors and Officers of the Company, the soldiers and sailors, and a number of volunteer residents, whom it is impossible to enumerate, out of imminent danger, but by no means safe. All night, till Saturday morning,—all Saturday, and all Sunday,—the danger to the wharves and godowns was by no means over. The immense quantity of some 55,000 tons of coal was burning briskly from Friday night; and a strong north-east gale would have consigned them inevitably to destruction. Fortunately there has been only a light breeze, and the most unremitting watchfulness on the part of the Chairman, Directors, and Officers of the Company has been so far successful in averting any further extension of the fire and confining it to the limits it reached on Friday night. Fortunately also, a sudden shower of rain yesterday afternoon helped the efforts made to enclose on the limits of the burning coal. Danger cannot be said to be altogether over yet, but, unless something out of the way should happen, the wharves and godowns may now be considered safe.

On Saturday and Sunday, thousands of visitors flocked to see the great fire, and back ghatiers must have made a good thing out of the catastrophe.

Notwithstanding the suddenness and magnitude of the calamity, it should be noted that work at the wharves and in the Dock was hardly interrupted. On Friday night, the shipping in the Dock and westward of it cleared out to a safe distance, but, the first thing next morning, the steamer *Holy Road* and H. N. M. S. *Bon* re-entered the Dock, and the S. S. *Agamemnon*, *Glencairn*, and other vessels went alongside the wharf to discharge and receive cargo. The Directors may therefore congratulate themselves on the Company coming out of this great calamity so well.

Mr. Walsh responded, and in doing so,

pointed out that mining had rescued Queensland from insolvency in 1868, and her prosperity had advanced with rapid strides in consequence of the successive gold discoveries to the North.

Mr. Gray toasted the “Commercial Interests of Cooktown.” He said they were suffering from what he believed was temporary depression, but he hoped the tradesmen of Cooktown, whatever they lost, would preserve their honor and integrity.

Mr. Dall briefly responded in appropriate terms.

Mr. Fahey proposed “The Municipality of Cooktown,” and the Acting Mayor, Aldermen Simpson, Hotel, Fuller and Thredgold responded.

Mr. J. C. Baird proposed “The Maritime Interests.”

Mr. Simpson responded, claiming Captain

Captain as a native of the same country.

Mr. H. St. George proposed “The Press.”

Mr. Felliher responded, and Mr. J. G. Smith, being calling on for the *Herald*, declined to speak.

“The Ladies,” “The Chinese Residents,”

“The Army and Navy,” concluded the list of toasts, and the affair terminated with “God Save the Queen.”

The reply being finished, the Municipal deputation left, after giving three cheers for Sir Arthur and one for Miss Kennedy.

The deputation from the Good Templars and Sons of Temperance then approached, and after being introduced, Brother L. C. Cockrell, W.C.T., W.P. (in the absence of Brother C. J. James, W.S., R.S.) read the following address:

[Here follows the address.]

Sir Arthur replied in the following terms:—“Gentlemen,—I thank you for the speech shown to me on this occasion by your Orders, and very much regret that I am not allowed to land in Cooktown, owing to the outbreak of small-pox on board this ship. Only one child is sick at present, unavoidably causing 600 men in apparent good health to be placed under quarantine regulations. From my own observations regarding your Orders, I am certain that your presence is much needed in Northern Queensland, owing to the large importation of spirituous liquors, and it is my earnest desire, that your Orders may still continue their good works in the cause of temperance. I am certain if less intoxicating liquors were used it would be a great benefit to the community. Concerning the Chinese difficulty it is a matter of immediate consideration, and will probably receive due attention. Although I am neither a Good Templar or a Son of Temperance, I hope that your Orders will enrol many in the cause you represent, and desire you to know that my best wishes are with you and with your cause, and I am also willing to assist in driving intemperance from our country, and I would not dissuade any man from becoming a Good Templar. I hope your progress in the cause of temperance here is as great as it has been in South and Western Australia. In conclusion, again I thank you for your deputation welcoming me to Queensland.”

The Chinese then approached, their progress having been announced by a continuous discharge of crackers, and presented an address, of which the following is a translation:—

“To His Excellency Sir ARTHUR KENNEDY, Governor and Commander-in-Chief of Queensland.

“May it please your Excellency,—

“We the Chinese merchants and residents of Cooktown, beg to tender your Excellency our warm and hearty welcome to these shores.

“We look upon you as worthy of praise as the highest mountain; your virtue and wisdom are not unknown to all our fellow-countrymen in Hongkong, even the children of sun and moon of many places in our mother country sing to your Excellency's name which we thought were of unnecessary strictness.

“During the absence of the boats, many people began to collect at the wharf, the Chinese being especially conspicuous as they strolled down Charlotte-street in single file. Two guns, borrowed for the occasion from the *Kingston*, shot off, and fired in position on the landing stage, and fired at irregular intervals. We do not know whether a salute was attempted, for as the cannoneers consisted of the rapid discharge of both guns followed by an interval of nearly ten minutes for fresh loading, we failed to keep count of the number of times the Municipal artillery was fired. The finishing touches to the arch were completed, and the aldermen, especially the Works Committee, displayed the stern activity of generals on the battle-field.

“Alas! for the vanity of human hopes! The Health Officer's boat returned, and the statement that small-pox was on board the vessel spread rapidly through the crowd. The news was first received with incredulity, but its truth was quickly discovered, and the people who had assembled began to stream in an unbroken manner up the main street. Here, however, another source of interest attracted their attention. The chashing of cymbals, and a sound like a bagpipe played by a very drunken piper heralded the approach of a procession coming down the hill from Chinatown. A single

Chinaman marched in front bearing a triangular banner, highly ornamented and fringed, and inscribed with the English word “Weloema” and a row of Chinese characters. Behind it two men carried a sort of tray, covered with a canopy. On this were kettle-drums and other ornaments. Musicians walking alongside drummed vigorously, while others clashed cymbals and played discordantly on pipes.

This affair was accompanied on each side of the street by a stream of Chinese and Europeans, and as it made its way down the deputation of Chinese merchants were exploded along the whole length of the roadway; the noise was almost deafening, and what may be literally called clouds of smoke floated over the houses.

This concluded the ceremonies of the day, and people returned to their homes. But the Corporation had determined to give Sir Arthur a notion of Cooktown cookery, and the feed was provided. Certainly there was no honored guest for the occasion, but the good things was not to be wasted, so that the good things was not

A BANQUET.

Was held at the Masonic Hall at about eight o'clock. The Hall was tastefully decorated by the contractor for the banquet, Mr. C. Boué, with flags and green boughs, and a punkah hung over the table, was a pleasant innovation.

After full justice had been done to the many good things provided, the Chairman, Mr. Acting-Mayor Williams, proposed the usual loyal toasts of “The Queen,” “The Prince of Wales,” and “The Royal Family,” which were drunk with enthusiasm.

The Chairman then proposed “Our Absent Guest,” in a short and appropriate speech.

Mr. H. St. George, responding for the new Governor, assured those present that he was sure our promised guest regretted his absence as sincerely as anyone.

Mr. H. St. George proposed “The Pro-
perty of Queensland,”

Mr. Fuller responded, and again regretted the absence of the Governor, whose short visit might have given him an idea of the place.

Mr. St. George

Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL.—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, or on Goods in Mashes, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KÄRBERG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1871.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY. (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each; the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.

Hongkong, April 1, 1871.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE to the extent of £25,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

NORTON & Co.,
Agents.

Hongkong, January 1, 1871.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Act of Parliament.

ESTABLISHED 1802.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20% per cent.

GILMAN & Co.,
Agents.

Hongkong, July 6, 1871.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
of

His Majesty King George The First.

A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

Marine Department.

Policies at current rates payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.,

Hongkong, July 26, 1872.

MANCHESTER FIRE INSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorising them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 2, 1872.

Mails.

Occidental & Oriental Steamship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL
and
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES
AND
ATLANTIC STEAMERS.

THE S. S. "GAELIC" will be despatched for San Francisco via Yokohama, on TUESDAY, the 1st May, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 30th Inst. Parcel Packages will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central. G. B. EMORY, Agent.

Hongkong, April 3, 1871.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton and London;
Also,
Bombay, Madras, Calcutta and
Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship LOMBARDY Captain HALL, will leave this on SATURDAY, the 5th May, at Noon.

For further Particulars, apply to
A. LIND, Superintendent.

Hongkong, April 24, 1871.

"U. S. MAIL LINE.

PACIFIC MAIL SHIPMENT COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF PEKING will be despatched for San Francisco, via Yokohama, on TUESDAY, the 16th May, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports to San Francisco, to ports in Mexico, Central and South America, and to New York, and Europe via OVERLAND RAILWAYS.

A Steamer of the Mita Blash S. Co. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 14th May. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelopes the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.

RUSSELL & Co., Agents.

Hongkong, April 16, 1877.

FOR SALE.

BY TENDER, the whole Stock-in-Trade of the TAKU TUG AND LIGHTER COMPANY, consisting of the following Steamers—

Carrying Capacity:
Steam Tug & Lighter, 4000 tons.
Pathfinder, 1,800 t.

Steam Tug Orphan, 1,800 t.

Lighter Orphan, 1,800 t.

Tenders will Receive immediate attention.

Apply to
TAKU TUG & LIGHTER Co.,
TAKU.

Taku, March 12, 1877.

apd3

NOW READY.

FENG-SHUI; or, The Elements of Natural Sciences in CHINA. By Dr. E. J. ERICK. One Volume. 8vo. Price, £1.50.

BUDDHISM, its History, Theory and Practical Religion, in three Lectures. By Dr. E. J. ERICK. Second Edition. One Volume. 8vo. Price, £1.50.

CHUN AYIN, Manager.

Or will be received by Messrs. LEITH & CO.

Hongkong, October 14, 1876.

Intimations.

ATONG.

PHOTOGRAPHER,
by appointment, to

H. E. SIR ARTHUR KENNEDY,
Governor of HONGKONG;

and to

H. L. H. THE GRAND DUKE ALEXIS
OF RUSSIA.

Wyndham Street; formerly ATHLETIC CLUB,
HAS on hand the Largest and Best

collection of Views of China. Photographic Albums, Frames, Cases, &c., of assorted sizes. Ex. S. S. "Rodnitsky" a supply of very handsome Easel Albums of Russia and Velvet Covers, assorted sizes. Illuminated Albums for Portraits. Tobacco Pouches, in Shape of Skulls, Rata, &c., and a nice choice of Gilt Mountings for Frames, &c.

Hongkong, March 23, 1877.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Mian Chuen Shop.

Canton.—Sung Chuen Native Post Office, Luen Hing Street; Chui Heung Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Tzei Street; Mr Si Chuen Fan, Tung Wan Kuan; Yen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honan; Kwai Heung Shop, Sin Chong, Honan.

Shantou.—Sui Cheong Hong; Woh Shun Loong Hong.

Amoy.—Chin Cheong Hong, Mock Kok Street.

Foochow.—Mr Yu Ching Cheong, Foo Chow Arsenal; Mr Lum Kwok Ching, Maritime Customs.

Shanghai.—Mr Ng Ching Shun, Maritime Customs; Mr Ho Yue Chuen, Maritime Customs; Mr Chun Sing Ho, Messrs Jardine, Matheson & Co.; Mr Kwong Chuen Fook, Educational Mission School; and Mow Sing Sang Kee shop.

Ningpo.—Mr Sung Min Chee, Maritime Customs.

Hankow.—Yee Hing Hong.

Chufu.—Yee Shun Hong.

Japan.—Mr Leong Chun Tong, Municipal Office, Yokohama.

Singapore.—Ting Kee Hong; Kwong Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Foong Tal Hong.

The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express couriers who carry the official despatches and Peking Gazette, to circulate the CHINA MAIL in the interior of China.

Hongkong, March 10, 1874.

K WONG HING CHEUNG & Co.,
COAL MERCHANTS.

Have always on hand for Sale—every

description of COAL at Moderate Prices.

Mr AHYON has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr FAR JACK, at 30, Hing Lung Street, will receive immediate attention.

Hongkong, March 10, 1877.

mc19

NEWS FOR HOME.

THE CHINESE MAIL.

(The oldest Overland Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE

IN TIME FOR THE ENGLISH MAIL.

Containing from 72 to 84 columns of closely

printed matter.

THIS Mail Summary is compiled from

the Daily CHINA MAIL, is published

twice a month on the morning of the

English Mail's departure, and is a record

of each fortnight's current history

of events in China and Japan, and at

Singapore, Penang, Calcutta, San Francisco and Australia.

The Conductors guarantee an eventual

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It is already the most influential native journal

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at the Ports of China and Japan, and at

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